









**M. FRANCOIS'S ACTION IN YUNNAN.**  
M. O. Gerard, delegate at Phoung Do, Tonkin, writes:—In your issue of August 18, I read an article on "Missionary Refugees in Hongkong," written very likely by the Rev. Mr. Harding, whom I know personally. His account says that the French Consul, M. Francois, being warned that he was to be murdered, decided to leave the city with his staff. Nothing is more untrue. On June 4th, General Senguen officially to see the Consul, being sent by the Viceroy, and explained that if we were willing to surrender our guns everything would be O.K. The answer was that we only had guns to prevent an attack from the population which last year, without any reason, tried to kill us. On the 7th June we were at Tiffin, when a despatch came from H. E. Ting, Acting Viceroy, ordering us to leave Chinese territory within three days. So we left the same day, being sent by the Viceroy, and asked again for the guns. M. Francois's answer was: "Go and tell the Viceroy that we are leaving China, but there cannot be any question of giving up a single round of cartridge; we are decided to fight till death."

This is the exact version, Mr. Editor, and your informant will not dare to deny it. As for the journey from Yunnan-Fu to Tonkin it was not a week, but only 15 days.

#### AMERICAN MEMORANDUM ON REFORMS IN CHINA.

The following Memorandum was adopted by practically all the Americans who have been working in Peking, the matter having been taken up at the suggestion of Mr. E. H. Conger, U.S. Minister. It is signed by nearly all Americans in the order of their length of residence in China. The first name is that of Dr. W. A. P. Martin, President of the Imperial University, who has been fifty years in China, followed by that of the Rev. John Wherry, D.D., 33 years in China, Rev. Channing Goodrich, D.D., 24 years, Rev. J. L. Whiting, 32 years, Rev. Arthur H. Smith, 25 years, Rev. W. S. Ament, 23 years, Rev. F. M. Chapin, 20 years, and many others of shorter terms of service.

"In view of the fact that the Allied troops have occupied Peking, we, the undersigned, deeply interested in the reformation of China and impressed with the imperative need of changes in the coming reorganisation of the empire, would submit the following Memorandum:

"Although foreign enterprise and missionary work have enjoyed treaty recognition for forty years, yet there has recently occurred along-planned, wide-spread, and violent attack upon them under Imperial sanction, with the avowed object of exterminating Christianity, expelling foreigners, and destroying all foreign interests. This movement has forced all native Christians into false positions as patriotic and disloyal, with the ultimate alternative of massacre or apostasy. The Christians, as a body, are both patriotic and the roughly loyal, and by all tactics and many edicts are entitled to protection, and now especially to be set right before the Chinese Government and before the world.

I.—To this end we ask:—  
1.—That those who are found to have been leaders in this anti-foreign movement be adequately punished.

2.—That the native Christians be indemnified for the losses of life and property which they have suffered in this persecution.

II.—We urge the necessity of insisting upon educational reforms in China.

1.—By the abolition of the present literary test in the civil service.

2.—By the introduction in its place of suitable branches of Western learning.

3.—By the discontinuance of the worship of Confucius as a compulsory educational rite.

4.—By placing all Chinese, irrespective of religious beliefs, upon the same footing in matters of educational privileges.

III.—We ask for a radical revision of the civil and criminal processes in China, with a view to securing justice and equal rights for Christians by such readjustments as shall secure:

1.—That all Chinese, irrespective of religious beliefs, shall be placed upon the same footing in all proceedings in the courts.

2.—That officials shall receive such salaries for services, and such punishment for bribery, as shall tend to do away with the present corruption of the courts.

3.—That all temple rites, worship, and idolatrous rites, as a condition of holding civil and military offices, be abolished.

If these reforms can be accomplished, we believe that the welfare of the Chinese people will be promoted, and that better relations will be established between Chinese and foreigners.

We are also of the opinion that in claiming indemnity from the Chinese Government adequate allowances should be made:

1.—For loss of time caused by the Boxer disturbances.

2.—For all travelling expenses, including those to and from foreign lands, which have been incurred through these disturbances, and the order of the Government to missionaries to leave China.

3.—For future rise in prices in building materials and labour.

4.—For rent of premises until new ones can be built.

5.—For literary work destroyed.

These resolutions and the Memorandum have been carefully and repeatedly discussed, and were unanimously adopted. In the confusion resulting from the arrival of the troops, it has been difficult, however, to secure all the signatures of those who adopted the paper."

#### THE MAYBRICK CASE.

The case of Mrs. Maybrick is reported in a London despatch to have been revived by an extraordinary attack upon the late Baron Russell, which has appeared in the columns of the *Liverpool Post*, owned by Sir Edward Russell. The Post declares that Baron Russell neglected the case, and even failed to declare his personal conviction of his client's innocence, and adds:— "Had he done this, despite the despatch Judge who presided, Mrs. Maybrick would have been acquitted." So extraordinary an attack on the dead Chief Justice by so prominent a journal at once aroused Mrs. Maybrick's friends. Dr. Clark Bell, of New York (Secretary and former President of the Medical-Legal Society, her counsel), hurried to London from Paris and had a long consultation with the United States Ambassador, Mr. Joseph Choate, who is keenly interested, and it is understood that he has promised to renew his efforts to secure the prisoner's release. To a representative of the Associated Press, Dr. Bell said:— "This is a most remarkable attack. It comes from no friend of Mrs. Maybrick. It is a great injustice to Lord Russell. Every one knows that Mrs. Maybrick's conviction is a masterpiece of Lord Russell's absolute confidence in her innocence."

#### A LESSON FROM HISTORY.

(Continued.)

"History repeats itself," which, after all, is but another way of saying that, granted similar conditions, human beings will not very much at one time as at another. In 1858 the position of affairs in China was not unlike what it is at the moment, and the actors were not altogether dissimilar; substituting Kiyang for Li Hung-chang, we seem to be going over the old ground. Nor was the external position so very unlike. Russia then was contemplating her great coup by which she gained possession of Primorsk; as she is to-day contemplating another step, which shall give her control of the remainder of the great province of Manchuria, with its economic, the command of the entire eastern seaboard of Asia, north of 40 deg. north latitude. Then she had conceived a platonic affection for the United States, as to-day she professes to have for France; and she seems with equal address to have on each occasion turned to her own advantage her momentary liaison, equally regardless of the after feelings of either. In one respect there is, however, a great difference to be noted. Forty-two years ago the vast country west of the Mississippi was still mainly unsettled, and the development of the Pacific slope had hardly begun. On principle the American Government had adopted a policy of abstention from European politics, and was concentrating its efforts towards the development of its great estate. It wanted trade with China, not as a field for the development of its own commerce, but as the source whence it derived its many other commodities which the States required in their ordinary everyday life. Political ascendancy outside the limits of the American continent was rigidly forbidden to the American statesman. In 1900, of course, all this is changed; the United States have entered the community of nations, and are even more keen than their neighbours in pushing openings for their export trade. Still some of the principles survive amongst a large and important class of the population, and as the States are in the throes of a Presidential Election it behoves the Government carefully to avoid any measure likely to be distasteful to any large section of the electorate. The Government has already rendered the most important assistance to the other Powers, whom it found that that assistance was actually needed, and it is probable that if that free and ready assistance given in the first instance had not come to hand the world would have had to avenge the greatest political crime ever perpetrated. The present attitude of the United States is, therefore, one readily comprehensible, and is undoubtedly taken up in good faith. Having said so much, it is however the more interesting to look back the forty odd years, and note how old traditions are potent in driving the States along similar lines. The most severe comment on the then attitude of the States which we have seen comes from a French source—the Marquis de Mages. Speaking of Baron Gros's embassy and its meeting with the American Minister, he says: "Baron Gros could not have desired a colleague who had his interests more sincerely at heart, or who could have exhibited greater courtesy, but this was all it amounted to. The Government of the United States had instructed their envoy to remain a simple spectator of the struggle; to be present at the operations against the Chinese, but to take no part in them. In the meantime at least; indeed till the Americans could, without expense to themselves, reap a share of the advantages won by Anglo-French shot and shell." Under the peculiar circumstances of the case this attack was hardly generous, and we only give it as an indication of how a perfectly conceivably friendly piece of policy came to be viewed by a friendly outsider. But the policy had wider results, and it is to them that we would wish to draw attention. Unable to arrange affairs satisfactorily in the south, the Allied fleets had gone north to the Gulf of Pechili, where they expected to find properly accredited Commissioners on behalf of the Emperor to deal with. They found indeed commissioners—Tan, Viceroy of Chihli, and two assistants Tseng and Wu. The Ambassadors pointed out that Kiyang and Huipe, who had concluded the treaties of 1842, had been furnished with such credentials. To this the Commissioners gave a point-blank denial; it was true they allowed that such credentials had been produced, but they had been forged by the Commissioners themselves. Then arose a difference between the four plenipotentiaries at the time present in the Gulf, England and France on the one side, represented by Lord Elgin and Baron Gros, and Russia and the United States on the other, represented by Admiral Poutiatine and Mr. Reed. The allied plenipotentiaries continued positive in their refusal, while the other two declared themselves quite prepared to treat. Strengthened by this false attitude, Chinese-like the commissioners were equally determined in their refusal to communicate with the Emperor, and the first capture of the Taku Forts and the storming of Tientsin followed. Convinced of the folly of holding out on so untenable a ground, the Chinese Government in the end sent down two properly accredited plenipotentiaries, in conjunction with whom the by no means exacting clauses of the original treaty of Tientsin were finally arranged.

One strange episode which occurred during the progress of this negotiations casts a lurid glare on a very similar incident within the last few weeks. As we have already mentioned, Kiyang was one of the commissioners who had concluded the treaty of Nanking. For a time the wily statesman desired to pose as the friend of progress, and more than once attended the social functions of the new Colonial Government in Hongkong. Essaying to sit on the fence, he wrote a characteristic despatch to the Emperor: "When your slave did the barbarians the honour of asking them to dine with him at the Bogue or at Macao, his guests were very angry."

of their chiefs and leading men accepted his invitation. When afterwards your slave has had occasion to go to their residences, or on board their ships, the barbarians came and sat down round him and vied with each other in offering him food and wine. To gain their goodwill your servant could not do otherwise than accept. At the time when there was friendly intercourse between foreigners and China, several barbarians were received by us on the footing of a certain equality; but now that these relations have ceased to exist, it is more than ever our duty to repel the barbarians and keep them at a distance," &c. The Emperor had never forgiven Kiyang the task he had assigned him, and soon displayed his ingratitude by degrading his once trusted official. The surprise of the plenipotentiaries may therefore be imagined when Kiyang suddenly appeared at the conference, and offered his services. That Kiyang intended to atone for the past by making as much mischief as possible was soon apparent, no sooner had he appeared in Tientsin than the attitude of all became altered. The people hitherto civil became insolent: Sir Michael Seymour was insulted in the suburbs, several English officers were mobbed and had stones thrown at them, and it was very evident that the old policy was being tried again, and the Court, foiled elsewhere, was prepared to make the appeal to the mob. "We are most anxious to do everything, but you see for yourself the people are uncontrollable; what can we do?" Unfortunately for poor old Kiyang his "Memorial" had been discovered amongst other incriminating papers on the capture of Canton, and was now produced to his unexpected gaze! The effect was instantaneous; Kiyang disappeared on the moment, and returned ashamed to Peking, where the Emperor showed his gratitude by at once ordering him to commit suicide, and taking care that the order was duly carried out. Could we not trace the similarity in present conditions, we should be at a loss to understand how closely, even to details, events have been repeating themselves. The equally strange desire of Russia and the United States to gloss over what cannot be looked on by any right minded man as other than a gross insult, in the attempt of the deeply compromised Li Hung-chang to force his unwelcome presence on the scene, would not be explicable did we not understand that each in its way had very similar ends to gain in 1900 to those that influenced both in 1858. Similarly Li's career, not unlike in many respects that of the old Kiyang, explains his feverish desire to interfere. Like Kiyang, he has himself sat on the fence, and has with strange success posed to the admiring stranger as the friend of "Progress," while in reality he has been its worst enemy. A more able, as a more cunning man than his predecessor, he has carried out to perfection the art of setting the Powers by the ears, and by his continual shuffling has succeeded in bringing his country into its present unsavoury position. As was pointed out at the time he too, like poor old Kiyang, came up to Shanghai with no better object in view than mischief. If the Powers do not happen to have in their possession so compromising a document as that which brought final ruin to Kiyang, there remains the incontestable fact of Li's connection with the revolutionary plot against the person of the Emperor; and until this connection as well as many other suspicious circumstances in his career are thoroughly explained, no sensible man can look upon the ex-vice-roy as a possible representative of anyone besides his own by no means overcrupulous self.

#### HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. Dr. Bell (Acting Principal Medical Officer) occupied the chair, and there were also present—Mr. F. J. Bodeley (Acting Principal Superintendent of Police), Mr. H. P. Tucker (Acting Director of Public Works), Mr. J. McKie, Dr. Hartigan, Dr. F. Clark (Medical Officer of Health), Mr. Pang Wa Chan, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

The following letter, dated Sept. 4th, from the Colonial Veterinary Surgeon (Mr. Ladd) was submitted:

"I have the honour to report for the information of the Board an outbreak of rinderpest amongst a shed of cattle, the property of the Military authorities which are housed in the Government Depots at Kennedytown. All the animals showing signs of infection have been conveyed to the isolation shed, and those remaining have been fastened up in the shed to prevent their coming in contact with other animals. These will, when showing no signs of disease, be slaughtered for food as fast as possible and in this manner I hope to have the premises free from disease in a short time. Disinfection will be carried out as far as possible and I do not think any further steps need be taken at present. This is not such a serious matter as an outbreak amongst dairy cows, as all animals which have been in contact with the diseased ones, but which show no signs of disease themselves, can be killed off for food. The Military authorities have been informed of the outbreak."

**MOSQUITO AND MALARIA.**

Reports furnished by the Malaria Committee of the Royal Society were submitted. The following minutes were appended:—

Dr. Clark:—"The first of these articles appears to be as follows:—(1) Mosquitoes are not the only source of malaria in man (C. W. Daniels).

(2) Any attempt to destroy mosquito larvae must be continuous, for as soon as the new ones are hatched the same re-appears in the water. A weekly application of paraffin is probably the best treatment for such pools. (3) A far better plan for the extermination of mosquitoes than the treatment of the pools is proper weeding and surface drainage so as to prevent formation of such pools. (4) Mosquitoes accumulate in dirty native huts, and especially in marshes (no native hut or washed should, in my opinion, be allowed within half a mile of any decent dwelling which is inhabited). (5) Mosquitoes can live for considerable periods of time, e.g. throughout the whole of the dry season, in grass stubs and trees, and hence all undergrowth and excessive vegetation should be kept down, and the grass frequently cut, in the neighbourhood of dwellings. (6) Clean, airy, and dry native quarters are essential for the protection of good class dwellings from malaria. (7) The use of quinine is not to be recommended. (8) Very interesting, we ought to have more copies."

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Dr. Hartigan:—"The P.W.D. should read, mark and inwardly digest page 151 as to leveling and surface drainage and radical treatment of rock-pools. They might begin with the gully near Depot Inspector's quarters."

Mr. Bodeley:—"I suggest that one for two copies be bought and filed at the S.B. office."

Dr. Bell:—"Time required to read and criticize this."

Dr. HARTIGAN said that as to the suggestion that the Board ought to point out what should be done he would refer to the Fever Commission of 1896. He was not on it, though every other doctor in the colony was. Various recommendations had been made, but none of them were carried out.

The CHAIRMAN—As the copy is now here perhaps the Director of Public Works will have a look at it and also report on it.

LIMBINGHAM RETURNS.

The Chief Sanitary Inspector (Mr. J. H. Dandy) in his fortnightly liming return said:—

To date (the 10th inst.) we have not received one notice of intention to cleanse, etc., in connection with the Central District. The six Western Districts are the results of prosecutions. The Inspector is now completing his summons applications for the Eastern District and will probably be busy prosecuting during this week."

THE MACKO MORTALITY.

The deaths registered in Macao during the week ended August 26th numbered 53, and for the following week 49.

THE HEALTH OF THE COLONY.

The death rate of the colony for the week ended 25th August was 24.0, against 21.8 for the previous week and 19.7 for the corresponding week last year. The death rate for the following week was 21.8, against 22.4 for the corresponding week last year.

This was all the business.

#### SUPREME COURT.

August 13th.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

IN ORIGINAL JURISDICTION.

IN THE MATTER OF THE TRADE MARKS ORDINANCE, NO. 18 OF 1898 AND IN THE MATTER OF THE APPLICATION OF NG LEE HING FOR LEAVE TO REGISTER A TRADE MARK THEREON.

The trial of issues from 3 to 10 (settled in chambers on Friday) in this suit was fixed for to-day, being exclusively on points of law.

In the *Gazette* of Feb. 25th and March 23rd 1899, a trade mark as to medicinal wines was advertised by Ng Lee Hing, and notice of intention to oppose was given by Hung Man Yuk and Chu Guan Soen, of 41, Queen's Road West, on the grounds (1) that on the 4th of March they purchased the goodwill and trade marks of the 'Shu Chun Yuen' firm at an auction held under a writ of execution and that they intended to carry on the business of such firm and use such trade marks in such business; (2) among the trade marks of the said Shu Chun Yuen firm was one consisting of a device of a Chinaman sleeping by the side of a basket of fruit which baskets appeared three bottles of wine; (3) the said trade mark had since 1887 or thereabouts been exclusively used by the Shu Chun Yuen firm in their announcements as vendors of medicinal wines.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Deacon and Hastings) appeared for Ng Lee Hing, and Mr. Slade (instructed by Messrs. Wilkinson and Grist) for Hung Man Yuk and Chu Guan Soen.

Mr. Slade objected to the opinion of Mr. Francis being put in, and also to the decision of the Governor.

His Lordship directed Mr. Francis to go on with his case.

Mr. Francis said the questions for the decision of the court on this argument were: Were his friend's clients at liberty after having opposed the registration of this trade mark before the Attorney-General and after the ruling of the Attorney-General against them, and after the decision of the Governor against them, to litigate the question again in that Court in two ways. First, was that which was done by Mr. Pollock equivalent to a reference to arbitration and an award by agreement of parties, or would it in any way be entitled to be described as a judicial proceeding? Secondly, assuming that there were certain proceedings of a judicial or semi-judicial nature before Mr. Pollock in connection with the question of this trade mark and between the same parties, was the question which was brought up for discussion before Mr. Pollock and on which he gave a decision on the same question which was now in dispute in this suit? Then was a further question whether, assuming that Mr. Pollock's opinion or decision could have no effect by itself, the Governor's decision on Mr. Pollock's report or opinion would be final?—whether, in fact, his friend's clients, after having opposed before the Attorney-General, or before the Governor and the Attorney-General as his delegate, the registration of this trade mark on the ground that they had no exclusive right or title to it, and it had been decided that they had an exclusive right or title to it, were not stopped by the practice in that court from again raising the same question, from again litigating in this suit, as they were identical the same question? Mr. Francis put in the various statutory declarations and the report of Mr. Pollock and the decision of His Excellency the Governor, which opinion and decision were in favour of his client.

Mr. Slade pointed out that his case now was not the same case as that which was decided by Mr. Pollock, and that he intended to call further evidence.

Ultimately His Lordship held that considering Mr. Slade's opening it would not be fair to consider the argument, as it would not be doing justice to the plaintiffs.

Mr. Francis asked for the costs of this abortive hearing.

The question of costs was reserved and the court adjourned.

"A large dull-coloured animal, with stripes on its back and white underneath" is the description of a beast that is scaring the inhabitants in the Curragh Hills (New South Wales). It is possibly a tiger that got away from a caravan at Muller's some time ago. The animal is likely to thrive, as there are numbers of sheep and plenty of water in the district.

#### DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, rickety Head-ache; what can you do with it? Give it its quack by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. T. Hoffman, Waitabury, Washington, says:— "It is a wonderful remedy. After suffering all day with intense Head-ache, one application of the Balm stopped the pain in 5 minutes. Sold at No. 1 per bottle. Agents for Hongkong: THE VICTORIA DISPENSARY, Ltd."

#### LORD WOLSELEY'S SENSATION.

London, 17th August. Viscount Wolseley, Field Marshal and Commander-in-Chief of the British Army, delivered, according to the *Daily Mail*, the most scathing condemnation ever heard at Aldershot, after witnessing yesterday's manoeuvres. He declared that the 30,000 men who participated were utterly unfit to send abroad; badly fed and badly taught. Many distinguished officers listened to these remarks, among them General Montgomery-Moore, formerly in command in Canada, but now commanding at Aldershot.

#### THE RIOT AT TAI KOK TSUI.

PROCEEDINGS AT THE MAGISTRACY.

YESTERDAY.

At the Magistracy yesterday afternoon, before Mr. Hazeld, the nine men charged with riotous conduct and assaulting the police at Tai Kok Tsui on Sunday last were again brought up.

Indian constable No. 620 said that on Sunday last at 3.15 p.m. he attempted to make an arrest, when he was set upon by a crowd of roughs. He blew his whistle and three other constables came to his assistance. They arrested the first three defendants, but the latter were rescued by the mob. He was struggling on the ground at the time of the rescue. He recognised the nine defendants as having been amongst the crowd. The assault commenced at 3.15 p.m. but he could not find the three men until six o'clock, when they were arrested.

Indian Constable No. 587 said he forgot the day on which the affair took place, but it was at 3.15 p.m. He saw No. 620 struggling on the ground without his turban and whistle. He asked him what was the matter, and on being told that he had been assaulted, they arrested the first three defendants. When they were taking them to the Police Station, the Chinese men began to throw stones and bricks at them, also rescuing the three prisoners. He was not able to recognise any of the men who rescued the three, nor any of those who threw stones, in the nine defendants. There were from one hundred to a hundred and fifty in the crowd.

Indian Constable No. 543 said on Sunday last at 3.15 p.m. they arrested the three defendants. When they were taking them to the Station he heard cries, and bricks and stones commenced to be thrown about. He was able to identify the last six defendants as having been amongst those who threw stones. They were attacked immediately they arrested the men, who then escaped. As he was running away a stone hit him on the left leg.

Indian Constable No. 553 said he was sent out with two other constables, and they went to Tai Kok Tsui. They saw No. 620, who said he had been assaulted. They then went to a shop and arrested the first three defendants. He was hit on the leg and back with the stones. He recognised the last six defendants and said they were amongst those who threw stones. He said that they had the men in custody for a quarter of an hour. He was hit on the back and leg as he was running away.

Inspector MacDonald said he had the first information at 4.30 and got to Tai Kok Tsui at about five o'clock. He saw the three large empty boxes, about which the trouble began.

The defence was that the three men took no part in the assault. The evidence showed that all the constables were hit in the back.

Chan Wa said he was master of a blacksmith's shop in Ship Street, Tai Kok Tsui. On Sunday, the 9th inst., he saw the constable and a Chinaman struggling together. He saw the affair from beginning to end. He saw three men arrested. The first three defendants were not the men. He said he knew the first three defendants.

Mr. Hazeld said that the evidence of the first witness was so unsatisfactory that no reliance could be placed on the man. He practically refused to answer questions, and his behaviour was unsatisfactory all through. One witness said he was not able to recognise the men who threw the stones. The other constables said that the last six defendants were the men. The last witness said the three men who were arrested originally by the plaintiffs were not the three defendants. He said that there was no doubt about an assault having been committed, but he was not satisfied that any of the defendants were connected therewith. They were accordingly all discharged.

#### LATE TELEGRAMS.

NEWS VIA CANADA.

#### RECEPTION OF PEKING NEWS IN LONDON.

London, 18th August.

"Peking was relieved on the night of the 15th." This message was received last evening at the Imperial Customs Office in London, from the Commissioner of Customs in Chiaofoo. It is the only official message that has reached England in confirmation of the earlier reports. Admiral Remy's despatch not having arrived in time for publication in the London morning papers.

The *Morning Post*, which is the only paper printing the Chefoo message, says: "To-day is not only one of national rejoicing, but it is also a day of congratulation for all the Powers of the world." Proceeding to discuss the probabilities of a cessation of hostilities, the *Morning Post* assumes that the United States is willing to abandon any idea of further aggressive action, but questions the disposition of Germany and the other Powers to agree to such a course. The Berlin correspondent of the *Morning Post* says that he hears that no formal request for an armistice has yet reached the Powers, and that it is improbable that any such request will be granted.

The other papers comment upon the general situation, owing to the lack of definite news when the editorials were written. Most of them advocate a stern inquiry regarding outrages and the punishment of the leaders.

#### THE WAR IN SOUTH AFRICA.

Cape Town, 14th August.

In the Cape House of Assembly to-day, by a vote of 46 against 33, the motion of Mr. J. W. Saur, former Commissioner of Public Works, that the House appoint a select committee to inquire into the administration of martial law in the Colony, was rejected. Mr. Schreiner, the former Premier, and Mr. Solomon, the Attorney-General in the Schreiner Cabinet, voted with the Government against the motion. This was the first crucial division of the session, and resulted in a larger majority for the Government of Sir John Gordon-Sprigg than had been expected.

The passage of the Treason Bill is now assured.

#### THE WAR IN SOUTH AFRICA.

Cape Town, 14th August.

Dealing with the British South Africa Chartered Company's offer of free farms in Rhodesia to Colonial Volunteers, the *Morning Post* maintains that, although it is well meant, it is a breach of courtesy to persuade Canadians and Australians to desert their own country in favour of South Africa. "In the immediate past," says the *Post*, "we have so often slighted these great but sensitive English-speaking nations, that it will be well to avoid even the appearance of such discourtesy."







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BUSINESS DIRECTORY.

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Diamond Merchants and Watchmakers, 40,  
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Gold and Silversmith, Silk Dressers, Orfere,  
Shawls, Ivory, Lacquerware, Fans,  
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thers, 88, Queen's Road Central.

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Tailors, Gentlemen's Outfitters, Hatters,  
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CHUNG NGOI SAN PO  
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The oldest and still immeasurably the best  
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HIRANO NATURAL MINERAL  
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HIRANO MURA HYOGO-KEN,  
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.  
Bright, Sparkling and Effervescent.  
An excellent drink with Wines or Spirits.  
Price \$5.50 per Case of 48 Bins.

As seen from the Imperial Japanese Govern-  
ment's Analysis the above belongs to a class of  
saline mineral waters having alkaline reaction,  
and taken internally its medicinal uses are for  
chronic catarrh of the stomach, intestines,  
diseases of glands and chronic endometritis.

TAI WOO & CO.,  
22, Bank Buildings,  
Agents for Hongkong.  
Hongkong, 14th August, 1900. [2211]

## PORTLAND CEMENT

J. B. WHITE & BROS.  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.  
Hongkong, 18th September, 1899.

## THE MISSIONARY PROBLEM.

One of the most sensible contributions on the  
new prominent missionary question is from the  
pen of the Rev. Charles Voysey, in the *Out-  
look*. He says:—

"It is impossible to deal thoroughly with so  
large a question as that of 'Foreign Missions'  
in a brief letter. Yet some of the principles  
which ought to control them are simple and  
clear, and may be easily stated."

First, Foreign Missions cannot be stopped by  
legislation or by any considerations of policy.  
So long as men and women are deeply convinced  
that they hold a belief which, in their eyes, is  
essential to salvation (i.e. salvation from hell-  
fire as generally understood), missions will be  
inevitable; nothing will deter some persons from  
missionary work.

Secondly, men and women so impelled by  
regard for others do it, and ought to do it, at  
their own risk, ought not to expect or demand  
armed protection from natives whose religion  
they attack and denounce.

Thirdly, armed protection of our missionaries  
—which involves, of course, the exercise of  
force against the natives—really defeats the  
object of missions, which is the free conversion  
of them to an alien religion. "Conversion" by  
force of arms or by any form of compulsion is  
a contradiction in terms. Whenever an out-  
ward adhesion to an alien religion is thus  
secured it is a crime and an outrage upon the  
cause of God.

Hence it seems to me that, as missions are  
inevitable, Governments should never hold to  
the missionaries any hopes of protection by  
force of arms. The duty of the missionary  
may be clear, the fulfilment of it noble, but  
he must bear the full cost himself.

I have only to add a few words giving my  
own explanation of the fact that Christian  
missions so often lead to hostilities between  
our Government and the natives among whom  
they are planted. This is, in my opinion, due  
to the essence of the missionary teaching and  
the way in which it is enforced. The natives  
are plainly told, first, that their own religion  
is false, and that having now heard the Gospel  
they will be damned if they reject it. The  
possibility of damnation is an essential part  
of the "Scheme of Salvation." No orthodox  
missionary could ignore it or leave it out of his  
message.

But then this can only reach the minds and  
hearts of the natives as a threat, as an appeal  
to fear, which even the love and sacrifice of  
Christ cannot annul or obliterate. If the na-  
tive be a coward he accepts the offered salva-  
tion; if he be a brave man he rejects and  
resents it. Hence arises the feeling of hostility,  
with its usual consequences.

## JAPANESE METHODS.

Under the rather offensive title of "Juggling  
Japs" the *Financial News* says:—

Japan often expresses disappointment—even  
surprise—because so little foreign capital is in-  
vested in its commercial ventures. But it is sig-  
nificant that foreigners already in the country  
show a very decided disinclination to extri-  
cate their money into Japanese keeping, and they  
have been strengthened in their dislike by the  
recent experience of Mr. J. R. Morse, the Presi-  
dent of the American Trading Company of  
Yokohama. The story is worth telling as an  
example of Japanese ideas of commercial  
rectitude, as well as of the attitude of a Japanese  
Court of Justice. The Corporation of Kobe  
wanted a loan in connection with a new scheme  
of water supply for the city, and it arranged  
with Mr. Morse that he should take bonds to  
the amount of 1,000,000 yen (£100,000) by a  
given date, at a price of 92 per cent., and redem-  
pable in British currency at £103 7s 8d per  
1,000 yen. These conditions were to be stated  
on the bonds themselves, which were drawn up  
in Japanese, with an English translation. A  
clause was added on joining a penalty equivalent  
to 22,500 upon the failure of either party to  
carry out the contract. Everything seemed to  
be satisfactory, and 500,000 yen was paid over  
as a first instalment. Mr. Morse was advised  
to obtain a certified translation of the conditions  
as stated in the vernacular on the face of the  
bond. He did so, and to his amazement, found  
that the clause as to repayment in British cur-  
rency had been omitted altogether. In the  
course of correspondence following the discovery  
the Mayor of Kobe, as Chairman of the Water-  
works Committee, admitted that although Mr.  
Morse had insisted upon and obtained the  
stipulated condition, yet as the Finance Bureau  
—to whom the agreement had to be submitted  
for approval—had refused to sanction it, the  
Waterworks Committee were unable to carry  
it out. No explanation or excuse was offered  
as to why this important change in the con-  
ditions had never been notified to Mr. Morse,  
nor why the English translation had not been  
corrected to correspond with the Japanese  
original. Thereupon Mr. Morse instituted an  
action demanding the repayment of the amount  
already advanced, plus the penalty of 25,000  
yen, and the Waterworks Committee brought  
a cross action for breach of contract demanding  
the same penalty. The result was that Mr.  
Morse was ordered to pay the amount of the  
penalty, plus 5 per cent. interest, from 8th  
December last. It does not appear that he has  
much, if any, chance of recovering the amount  
already paid over. The Yokohama correspon-  
dent of the *Engineer*, who furnishes the  
details, says that "from the extracts quoted by  
the Japanese papers, it would appear that the  
Court entirely ignored the English translation  
at the back of the bonds, and based their ver-  
dict solely upon the conditions stated in the  
Japanese version of the face." Mr. Morse, it  
is understood, intends to appeal, and we are not  
surprised.

There are other ways in which the enterpris-  
ing but too smart Japanese makes profit out of  
the foreigner. Trade marks constitute one of  
these, and the Japanese Courts have apparently

been straining the interpretation of the Trade  
Marks Regulation Act in order that native in-  
fringers may benefit at the expense of Euro-  
peans. In a case concerning the trade mark of  
some dyestuffs of one of the big German houses,  
the judgment of the Court was given in these  
words:—

The plaintiffs maintain that the trade mark  
in question is identical with that used by them  
in Japan on the same article before the defend-  
ant applied, in March, 1891, for the registra-  
tion of his trade mark, which is borne out by the  
evidence produced in the exhibits Nos. 1 to 9.  
They therefore claim that Clause 3 of Article  
II. of the "Trade Mark Law" is applicable  
to their case. But the said clause is only ap-  
plicable to a trade mark used by one who is  
entitled to enjoy the protection of the law. At  
the time when the defendant applied for the  
registration of the trade mark, the plaintiffs  
were not entitled by treaty to protect it. For  
this reason—even had the plaintiffs been using  
a trade mark identical with that in question  
before the defendant obtained registration—  
Clause 3 of Article II. would not be applicable  
to their case. The application of the plaintiffs  
is, therefore, rejected with costs.

The intention of the Act may be honest  
enough, but it is ambiguous in wording, and  
that gave the Court the excuse of pleading "no  
treaty." It may be pointed out that the Court  
which tries these trade mark cases consists of  
the Director of the Patent Bureau, with assess-  
ors selected from among the permanent legal  
advisers of the Bureau, and that there is no ap-  
peal from its decisions. The comments of the  
*Jiji Shimpō*, one of the leading native papers,  
on another prosecution helps to an understand-  
ing of the Japanese point of view. The case  
concerned the infringement of the trade mark  
of a well-known make of English calicoes, and  
the native paper said:—

There are many goods of Japanese manu-  
facture bearing trade marks similar to those used  
by foreigners, and these marks have been of  
great assistance in competing with goods of  
foreign manufacture. By this practice the  
Japanese have been able to make considerable  
profits to the detriment of their foreign com-  
petitors, and if such marks were pronounced in-  
valid, Japanese manufacturers would suffer  
heavy loss, and the commerce of the country  
would be seriously interfered with. This deci-  
sion is, therefore, of immense importance to the  
Japanese.

The Japanese paper omitted to point out that  
the trade marks in question were only limited in  
the first instance because a colourable copy  
of the goods with a trade mark virtually  
identical was of help in displacing the genuine  
article.

There is another point in the relations of the  
Japanese with foreigners upon which the  
natives are disposed to juggle, and that is in con-  
nection with the ownership of land. Under the  
old commercial treaties the title to land in the  
foreign settlements was that of a perpetual lease  
from the Government, subject only to the  
regular payment of a small ground rent defini-  
tely fixed which practically amounted to absolute  
ownership, subject to a fixed land tax; and it  
was expressly reserved by the revised treaties  
that all existing rights in the foreign settle-  
ment should be respected and confirmed. And  
the treaties are explicit on this point, the  
words of the Anglo-Japanese Treaty, for  
example, being "existing leases in perpetuity  
under which property is held in the said settle-  
ments shall be confirmed." But on the very  
first occasion after the revised treaties came  
into force, when a transfer of real estate from  
one foreigner to another took place, the Local  
Court in Yokohama refused to register it as  
anything more than a right of "superficies,"  
which is quite another thing. This gave rise to  
several diplomatic "notes," but the matter has  
never been definitely settled, and at present no  
owner of real estate within what were formerly  
the foreign settlements is able either to sell or  
mortgage his property upon any reasonable terms  
whatever, and there is perfect stagnation in the  
land market. The native paper whose comments  
on the calico case we have already quoted has  
been expressing wonder that foreign capitalists  
should not have been induced by the heavy fall  
in Japanese Railway securities to buy on the  
strength of the past dividends, and that even  
the Government bonds have been without at-  
traction for them. Instead of buying the  
bonds to sell in foreign markets, foreign mer-  
chants in the country have persisted in in-  
vesting their spare funds in specie, and in ex-  
porting the latter to India and other countries  
with only a small margin of profit. "This ap-  
parent anomaly," it allows, "is entirely at-  
tributable to our want of credit in other  
countries, and because our bonds and securities  
are not negotiable readily abroad." And yet  
the Jap is surprised!

## MOTHER SEIGEL IN INFLUENZA.

He hated to give up, Mr. Bootes did, but he  
had to. There was only one road for him to  
travel by. Just when business was so posupping  
at the stores, too!—that was the unluckiest part  
of it, so he thought.

Trade was booming, and the manager was far  
from wanting to be laid on his back. Let the  
fellows go into dry dock, but not a man that  
belonged to the very hour spent in sleep.

So our friend tried to ignore his feelings; he  
tried, as the children say, to "make believe"; he  
had nothing to say. "Only a bit of a cold," he  
argued, "I shall be all right in a day or two;  
can't afford to be laid on the shelf now."

Strong talk, hopeful talk; yet all the same  
Mr. Arthur J. Bootes, of Wycombe, Villa,  
Oxford, Kent, manager of Godown's Gro-  
cery Stores, in that town, was obliged to drop  
everything and take to his bed with a vicious  
attack of influenza.

In a letter dated January 10th, 1900, Mr.  
Bootes says:—"I was in bed for a fortnight,  
completely prostrated. For over three days I  
was delirious, I asked from head to foot there  
didn't seem to be a spot in my body without its  
own individual pain."

"But it is not necessary for me to describe  
influenza, as most people in England know what  
it is like, from experience or observation."

"I ought to mention that for years before  
this I had been subject to a pain in the left side,  
and in this particular place the influenza ap-  
peared to grip me hardest; and it left me with  
plourish in that side. At times the pain was so  
sharp I could not stand upright; it seemed to  
draw my side right in, and took away my breath.  
I took many things to ease this pain—without  
any permanent relief. But I am getting ahead  
of my story."

"Of the pain in the side I was completely  
cured by applying a Mother Seigel's Soothing  
Plaster, and the same remedy cured the pains  
caused by the influenza."

Now the influenza is again prevalent, I  
recommend these plasters as an outward appli-  
cation, and Mother Seigel's Syrup to drive the  
disease out of the blood. By the use of the two  
any attack of influenza may be cured—of that I  
am persuaded."

Butter still to use Mother Seigel's Syrup  
daily in small doses during the continuance of  
the influenza epidemic. It will maintain the  
body in high health and prevent an attack.

Had Mr. Bootes done this he would not have  
lost several weeks' time from business. [53]

## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

## "PATROCLUS"

are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company in both cases it will lie  
at Consignees' risk. The Cargo will be ready  
for delivery from Craft or Godown on and after  
the 8th instant.

Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 15th instant will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 A.M. on the 18th instant.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 7th September, 1900. [2374]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND  
STRAITS.

## THE Steamship

## "GLENLYLE"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
such consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.

Goods not cleared by the 16th instant will  
be subject to rent.

No Fire Insurance has been effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Co. within ten days  
after the steamer's arrival, after which no claims  
will be recognised.

MCGREGOR BROS. & GOW,  
Agents.  
Hongkong, 10th September, 1900. [2388]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "GLENOGLE"

FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersigna-  
ture, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 10th September, 1900. [10]

## STEAMSHIP "INDUS"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London  
ex s.s. *Pat Ho*, and Bordeaux ex s.s. *Ville  
de Buenos Ayres*, in connection with above  
Steamer, are hereby informed that their goods  
are being landed at the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, where delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before NOON TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
MONDAY, the 17th instant, at NOON, will be  
subject to rent and landing charges.

All claims must be sent to me on or before  
the 17th instant, or they will not be re-  
cognized.

All damaged packages will be examined on  
MONDAY, the 17th instant, at 3 P.M.  
No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th September, 1900. [2]

FROM HAMBURG, PENANG, AND  
SINGAPORE.

## THE H.A.L. Steamship

## "SERBIA"

Captain Sachs, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.  
TO-DAY.

Any Cargo impeding her discharge will be  
landed



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Palford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 16th Oct.
BRISBANE VIA PORTS OF CALL	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
TRIESTE, &c. VIA PORTS OF CALL	SALAZAR	Aut. str.	—	Nagie	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
CHINA	CHIFA	Aut. str.	—	R. Mayer	SANDER, WILDER & CO.	On 17th inst.
SIBERIA	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schulder	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 16th inst.
NEW YORK VIA SUEZ CANAL	GLENESK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C., & TACOMA VIA SHANGHAI	OLYMPIA	Brit. str.	—	J. Trubridge	DODWELL & CO. LIMITED	To-day.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
PORTLAND, OREGON	SKAPPSNO	Ger. str.	—	—	T. M. STEVENS & CO.	On or about 18th inst.
PORTLAND, OREGON	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th inst.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 6th Oct., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	GALIA	Brit. str.	—	—	O. & O. S. S. CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS	BERGENHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst., at Daylight.
YOKOHAMA & KOBE	MARQUIS BACQUEHEM	Aut. str.	—	A. Billafer	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On or about 15th inst.
TAKU	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 22nd inst., at Noon.
SHANGHAI	TIENTSIN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 15th inst., at Noon.
SHANGHAI	BENGAL	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On or about 15th inst.
SWATOW	LYEEMOON	Ger. str.	—	G. Heuermann	SIEMSEN & CO.	To-day, at 5 P.M.
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	—	Passmore	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
SWATOW, AMOY & TAMSUI	MAIZURU MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 16th inst., at Daylight.
AMOY & TAMSUI	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 19th inst., at Daylight.
MANILA	HAIRONG	Brit. str.	—	Bathurst	DOUGLAS LAFRAIK & CO.	To-day, at Noon.
MANILA	TAIWAN	Brit. str.	—	Wigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	AUSTRALIAN	Brit. str.	—	Helm	BUTTERFIELD & SWIRE	On 23rd inst.

## SHIPPING.

## ARRIVALS.

Sept. 12, ANAPA, British steamer, 2,251, G. Williams, Moji 6th September, Coal—SHEWAN, TOMES & CO.	Sept. 12, CITY OF CAMBRIDGE, British transport, 2,481, N. C. Warden, Welhaiwei 9th September.	Sept. 12, JELUNGA, British transport, 5,206, Thomas Kerr, Taku 11th August.	Sept. 12, MUPOMEN, Austrian str., 1,854, Constantine Matcovich, Bombay 25th Aug. and Singapore 6th Sept., General—SANDER, WILDER & CO.	Sept. 13, FORMOSA, British str., 674, A. E. Hodgins, Tamsui and Amoy 11th Sept. General—DOUGLAS LAFRAIK & CO.	Sept. 13, LYEMOON, German str., 1,238, Heuermann, Canton 12th Sept., General—SIEMSEN & CO.	Sept. 13, HINCHI, British steamer, 1,385, Klopfer, Canton 12th Sept., General—CHINESE.	Sept. 13, CHUNSHANG, British str., 1,418, E. J. Buller, Java 3rd Sept., Sugar—JARDINE, MATHESON & CO.	Sept. 13, HOHAI, French str., 509, Marlow, Haiphong and Hoihow 12th Sept., General—A. J. MARY.	Sept. 13, LAICHONG, German str., 828, Ahrens, Saigon 9th Sept., Rice—MEYER & CO.	Sept. 13, PUTALA, British transport, 1,229, R. Phillips, Welhaiwei 8th September.	Sept. 13, HAIRONG, British steamer, 783, H. Bathurst, Swatow 12th Sept., General—DOUGLAS LAFRAIK & CO.	Sept. 13, TIENTSIN, British str., 2,555, C. L. Daniel, London 31st July and Singapore 7th Sept., General—P. & O. S. N. Co.	Sept. 13, NAWAI, British transport, 2,041, W. J. Crobbin, Madras 1st September.	Sept. 13, ASHUR, British transport, 2,202, Alfred Newby, Singapore 8th September.	Sept. 13, KEMBA, British str., 2,278, E. J. Buller, Chaitin and Singapore 7th Sept., General—JARDINE, MATHESON & CO.	Sept. 13, BUSSARD, German cruiser, 1,830, von Hassewitz, Kiel 10th July.	Sept. 13, ADOR, French transport, 3,900, P. Merlin, Toulon 10th September.	Sept. 13, JOHN PENDER, British str., 1,016, Geo. Pattison, Shanghai 10th September—E. E. TELEGRAPH CO.	Sept. 13, LIV, Norwegian str., 1,979, R. Rasmussen, Kutchinotzu 7th Sept., Coal—M. E. KAISHA.
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## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.	13th September.
Clara, German str., for Haiphong.	
Emerald, British str., for Manila.	
Mauang, British str., for Sandakan.	
Zeling, French str., for Hoihow.	
Shogun, Italian str., for Bombay.	
Hiroshima Maru, Japanese str., for Bombay.	

## DEPARTURES.

Sept. 13, ST. ANDREW, British transport, for Taku.	Sept. 13, H. H. MEIER, German transport, for Taku.	Sept. 13, AMERICA MARU, Jap. str., for San Francisco.	Sept. 13, TAIHWA, Amr. str., for Canton.	Sept. 13, CHONGHANG, British str., for Canton.	Sept. 13, CHISANO, Italian str., for Bombay.	Sept. 13, SIERRA ESTRELLA, British ship, for Calao.	Sept. 13, HAICHING, British str., for Swatow.	Sept. 13, HIROSHIMA MARU, Japanese str., for Bombay.
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## VESSELS IN DOCK.

ABERDEEN DOCKS.—Longsang.	Kowloon DOCKS.—U.S.S. Monterey, Argus, Longmoon, Olympia, Kong Beng, Tai On, Pekingun, Kongnam, U.S.S. Meade, Vigilante, H.L.M.S. Tiger, Formosa.	COSMOPOLITAN DOCK.—Stanfield, China.
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## SHIPPING REPORTS.

The British steamer <i>Lynce</i> , from Moji 6th September, experienced light variable winds with confused sea and showery weather.	The British steamer <i>John Pender</i> , from Shanghai 10th Sept., had fine weather generally, light to moderate S.E. winds, with heavy rain occasionally, and southerly and confused under small south of Formosa Channel.	The British steamer <i>Haikong</i> , from Swatow 13th September, had moderate S. and S.W. wind and sea and clear weather to Amoy. From Amoy to port light easterly winds, heavy rain southerly sea and fine, cloudy weather. Men-of-war in Amoy—H.M.S. <i>Isis</i> , U.S.S. <i>Castine</i> , French <i>Decade</i> , Japanese <i>Takami</i> , <i>Tubushiki</i> , <i>Takouan</i> and <i>Takachino</i> ; British str. <i>Afridi</i> , <i>Chefoo</i> and <i>Tientsin</i> .
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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO—HAMA	THURSDAY, 20th Sept., at Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 21st Sept., at Daylight.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 29th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.

Hongkong, 4th September, 1900.

[12]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"EMPEROR OF JAPAN"	Canton, H. Pybus, R.N.R.	WEDNESDAY, 20th Sept. 1900
"EMPEROR OF CHINA"	Canton, R. Archibald, R.N.R.	WEDNESDAY, 24th Oct. 1900
"EMPEROR OF INDIA"	Canton, O. F. Marshall, R.N.R.	WEDNESDAY, 21st Nov. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 30th August, 1900.

[9]

## HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBERIA	HAVRE & HAMBURG	On 18th inst. Freight and Passage.
SAXONIA	(London with transshipment in Hamburg)	On 18th inst. Freight and Passage.
Capt. Jager	HAVRE & HAMBURG	About 2nd inst. Freight.
Capt. Hildebrandt	NEW YORK VIA SUEZ CANAL	About 30th inst. Freight.
HAMBURG	HAVRE & HAMBURG	About 21st inst. Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	About 21st inst. Freight.
KONIGSBERG	HAVRE & HAMBURG	About 30th inst. Freight and Passage.
Capt. Schulder	(London with transshipment in Hamburg)	October 1st inst. Freight and Passage.

These steamers have superior accommodation for Passengers and carry a T. Major and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAFTER DIENST.

Hongkong, 10th September, 1900.

[13]

## VESSELS ON THE BERTH

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	J. Trubridge	Sept. 14	MONSIEUR	2,372	J. Kennedy	Oct. 20
GLENOCLE	3,750	W. Frakes	Sept. 18				
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				
VICTORIA	3,502	J. Pantou	Oct. 16				

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, &c.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria, TACOMA and PORTLAND to DRYA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK. \$65 10s. 0d.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CYNABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Olinabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basin, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

Dates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 12th September, 1900.

[10]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	TIENTSIN	Noon, 15th Sept.	Freight.
LONDON &c.	PARRAMATTA	Noon, 15th Sept.	See Special Advertisement.
SHANGHAI	BENGAL	About 15th Sept.	Freight or Passage.
YOKOHAMA, MANILA, NAGASAKI & KOBE	ROSETTA	About 15th Sept.	(Passing through the Inland Sea). Freight or Passage.
LONDON	SHANGHAI	About 20th Sept.	Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th September, 1900.

[1]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PREUSSEN	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 20th September.
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
OLDENBURG	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 17th October.
BAYERN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 31st October.
STUTTGART	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 14th November.
KONIG ALBERT	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 28th November.
PRINZ HEINRICH	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 12th December.
PRINCESS TRENK	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 26th December.
PREUSSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 18th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 19th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 19th September.

Contents of Packages are required. No Free Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liza can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 7th September, 1900.

[3]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"ALCINOUS"	London	On 18th inst. Freight and Passage.
Capt. Palford	London	On 18th inst. Freight and Passage.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.		
Hongkong, 29th August, 1900.		2278

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE. (HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. THE full-powered Steamship.

"ASTORIA"

Capt. Hildebrandt will be despatched for the above port on or about 10th October.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1900.

[2317]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

Noarwood, British ship, Thos. Roy. Order. PEPPER, Rockham, German ship, Scholer. Arnhold, Karlsruhe & Co. AUSTRALIAN, British steamer, Helms—Gibb, Livingston & Co. LIGHTNING, British str. Spence—D. SARGOON, Sons & Co.



## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship "MAIDZURU MARU." Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 10th September, 1900. [115]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "AFRIDI" will be despatched for the above port on or about the 16th inst., and will be followed by the Steamship "MARIA DE LARRINAGA" on or about the 25th inst.

For Freight, apply to DODWELL &amp; CO., Ltd., Agents, Hongkong, 11th September, 1900. [2308]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, PIRAE, AND TRIESTE. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, MALTA, VENICE, AND ADRIATIC PORTS.) THE Company's Steamship "CHINA." Captain R. Meyer, will be despatched as above on MONDAY, the 17th inst. Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDEE, WIELER &amp; CO., Agents, Hongkong, 11th September, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "GLAUCUS." Captain Barrow, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 10th August, 1900. [2029]

FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND PORTS.)

THE Steamship "SKARPSNO" will be despatched on or about TUESDAY, the 18th inst.

For Freight Rates, apply to T. M. STEVEN &amp; CO., 4, Queen's Road Central, Hongkong, 13th September, 1900. [2305]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

CITY OF BOSTON (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 22nd August, 1900. [3]

## VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOFEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

"BERGENHUS" (3,000 Tons, on 18th Sept.)

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 25th August, 1900. [14]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship "ANPING MARU." Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 5th September, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES.)

THE Company's Steamship "HECTOR." Captain Barr, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 24th August, 1900. [2303]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

THE Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 14th September, 1900. [3]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th September, 1900, at 1 p.m., the Company's Steamship "SALAZAR" Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 13th September, 1900. [2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 7th September, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"AUSTRALIAN." Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents, Hongkong, 11th September, 1900. [2394]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship "AUSTRALIAN." Captain Helms, will be despatched for the above ports on THURSDAY, the 27th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents, Hongkong, 11th September, 1900. [2393]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "TAIYUAN." Captain Nelson, will be despatched as above on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 14th September, 1900. [2294]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TAIYUAN." Captain Nelson, will be despatched as above on SUNDAY, the 23rd inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents, Hongkong, 14th September, 1900. [2295]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ORWELL" will be despatched as above on or about the 25th inst.

For Freight, apply to JARDINE, MATHESON &amp; CO., Agents, Hongkong, 5th September, 1900. [2356]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Anapa, British str., 2,251, Williamson, Sept. 12.

Shewan, Tomes &amp; Co.

Berlad, British str., 1,456, Clark, Sept. 11.

Gibb, Livingston &amp; Co.

Chihli, British str., 1,058, Newcomb, Sept. 10.

Butterfield &amp; Swire.

China, German steamer, 1,113, Voss, Sept. 6.

Siemens &amp; Co.

Chungking, British str., 1,418, Buller, Sept. 13.

Jardine, Matheson &amp; Co.

City of Peking, Amr. str., 3,123, Smith, Sept. 11.

P. M. S. S. Co.

Clara, German steamer, 675, Hansen, Sept. 9.

Jensen &amp; Co.

Deutscher, German str., 1,011, Petersen, Sept. 7.

Siemens &amp; Co.

Empress of Japan, British str., 5,004, Pybus, Sept. 11.

C. P. B. Co.

Esmondia, British str., 966, Blackland, Aug. 31.

Shewan, Tomes &amp; Co.

Faisang, British str., 1,410, Mitchell, Sept. 9.

Jardine, Matheson &amp; Co.

Flores, Dutch steamer, 2,925, Ouchand, Sept. 1.

Butterfield &amp; Swire.

Formosa, British str., 674, Hodgins, Sept. 13.

Douglas, British str., 2,300, Hill, Sept. 10.

Glenyle, British str., 2,399, Frakes, Sept. 10.

Glenegle, British str., 783, Bathurst, Sept. 13.

Hullong, British str., 750, East, Sept. 9.

Hating, French steamer, 750, East, Sept. 9.

A. R. Marty.

Hilldon, British str., 2,501, Palford, Sept. 12.

Doddrell &amp; Co., Limited.

Hohoe, French str., 509, Marles, Sept. 13.

A. R. Marty.

Hishiki, British str., 1,385, Klopfer, Sept. 6.

Chinese.

Iburi Maru, Jap. str., 1,504, Okuma, Sept. 5.

Japanese.

John Pender, British str., 1,016, Pattison, Sept. 13.

E. E. Telegraph Co.

Kingsing, British str., 1,223, Young, Sept. 9.

Kong Beng, British str., 862, Fuchs, Aug. 23.

Kauyang, British str., 2,073, Buller, Sept. 13.

Jardine, Matheson &amp; Co.

Kyoto Maru, Jap. str., 1,640, Sakurai, Sept. 12.

M. B. Kaisha.

Liv, Norwegian str., 1,979, Rasmussen, Sept. 13.

M. B. Kaisha.

Leongmoon, Ger. str., 1,245, Schulz, Aug. 24.

Siemens &amp; Co.

Leongmoon, British str., 1,080, Weigall, Sept. 10.

Jardine, Matheson &amp; Co.

Loosok, German str., 1,920, Jackson, Sept. 12.

Meichers &amp; Co.

Lyeemoon, Ger. str., 1,238, Kasmann, Sept. 7.

Siemens &amp; Co.

Maiden Maru, Jap. str., 667, Ogata, Sept. 12.

M. B. Kaisha.

Melpomene, British str., 1,854, Mateovich, Sept. 12.

Sander, Wieler &amp; Co.

Nanyang, Ger. str., 938, Lehmann, Sept. 9.

Siemens &amp; Co.

Olympia, British str., 1,739, Truebridge, Sept. 3.

Doddrell &amp; Co., Limited.

Pakshan, British str., 1,235, Jenkins, Aug. 31.

Bradley &amp; Co.

Patricios, British str., 3,543, Dickens, Sept. 7.

Butterfield &amp; Swire.

Elga C. C. Kiao, British str., 1,012, McLehlan, Sept. 8.

Butterfield &amp; Swire.

Phranung, German str., 1,021, Calder, Sept. 6.

Meichers &amp; Co.

Reclina, Austrian str., 1,694, Anich, Sept. 11.

Sander, Wieler &amp; Co.

Loosok, British str., 2,036, Talbot, Sept. 12.

P. &amp; O. S. N. Co.

Shanghaio, Norw. str., 1,024, Tolleson, Sept. 12.

Sander, Wieler &amp; Co.

Teichong, German str., 828, Ahrens, Sept. 13.

Meyer &amp; Co.

## BUSINESS NOTICES.

房藥館芝廣



